YACHTS
COMMERCIAL CRAFT
MARINE FACILITIES

COASTAL MARINE SURVEYS KINSEY MARINE, LLC

ANDREW KINSEY, AMS, S.A.M.S & EDWARD J. VIOLA, CMS, N.A.M.S

March 11, 2008

Dominion Marine Group

P.O. Box 152

Chincoteague Island, VA 23336-1838

Attn: Tim Mullane

TRIP IN TOW SURVEY REPORT

THIS IS TO CERTIFY THAT on 28 February, 2008, the undersigned surveyor did, at the request of Dominion Marine Group, make inspection of ASR-13 "USS KITTIWAKE" for the purpose of determining its suitability to endure a voyage, in tow of the Tug MICHAEL J. MCALLISTER and the Dominion Marine Group tugs AMERICAN DREAM and AMERICAN PRIDE as escorts, from the James River Reserve Fleet to the Dominion Marine Group facility on the Eastern Branch of the Elizabeth River.

Tug MICHAEL J. MCALLISTER

LENGTH: 109.5' (registered)

BREADTH : 34.1'
DEPTH : 13.6'
OFFICIAL NO. : 536628

GROSS TONS : 188 (registered)
NET TONS : 127 (registered)
ENGINE(S) : Twin Screw Diesel

HORSEPOWER : 4,100

BUILT : 1971, Halter Marine Service, Pascagoula, MS.

OWNER : McAllister Towing and Transportation Co, Inc. 17 Battery Place, NY NY 10004.

CREW : (3), including licensed master, engineer and deckhand.

Tug AMERICAN PRIDE

LENGTH: 81.7' (registered)

BREADTH : 25'
DEPTH : 10.9'
OFFICIAL NO. : 263869

GROSS TONS : 149 (registered)
NET TONS : 63 (registered)
ENGINE(S) : Single Screw Diesel

HORSEPOWER: 1,700

BUILT : 1952, Alexander Shipyard, Inc., New Orleans, LA.

OWNER : Mullane Bros Marine Trans LLC, 425 Campostella Rd, Norfolk, VA 23523.

CREW : (3), including licensed master, engineer and deckhand.

Tug AMERICAN DREAM

LENGTH: 79.5' (registered)

BREADTH : 20.1'
DEPTH : 10.1'
OFFICIAL NO. : 261303

GROSS TONS : 120 (registered)
NET TONS : 81 (registered)
ENGINE(S) : Single Screw Diesel

HORSEPOWER : 1,100

BUILT : 1951, Chesapeake Marine Railway, Baltimore, MD.

OWNER : Mullane Bros Marine Trans LLC, 425 Campostella Rd, Norfolk, VA 23523.

CREW : (3), including licensed master, engineer and deckhand.

KITTIWAKE (ASR-13)

DOC. NO. : None, ex public vessel.

OWNER : Department of Transportation, Maritime Administration.

LENGTH : 251.6' DEPTH : 14.8' BREADTH : 42'

GROSS & NET TONS: 1,642.82 LT as per National Cargo Bureau Draft Survey.

BUILT : 1945, Savannah Machinery and Foundry Co., Savannah, GA

DEPARTURE DRAFTS: 11' 0" Fwd, 12' 0" Aft

AIR DRAFT : 126'

Description

USS KITTIWAKE was one of the CHANTICLEER - class Submarine Rescue Ships. Both decommissioned and stricken from the Navy list on September 30, 1994, the USS KITTIWAKE is since then laid up in the National Defense Reserve Fleet, James River, Fort Eustis, Va.

She is all welded steel construction with fine entry and tapered stern. Hull plating was found intact as viewed with vessel afloat and she was floating evenly on her lines. Visible draft marks are painted on the hull at both bow and stern for quick visual identification of any change in draft.

Vessel has closed chocks forward, aft and on side decks. On the bow, stern and side decks are 10" cast double bitts fitted securely with welds intact. On the stern substantial cleats are welded to the deck by doublers.

Inspection of the vessel was carried out with below deck machinery spaces inspected and installation of blanks on sea chests verified. Global Associates of Portsmouth, VA completed the blanking of all below water line valves in October of 1998. There is full documentation of this on file at the MARAD Fort Eustis office. Subject file was reviewed following onboard survey. In addition to the blanking of skin penetrations the shaft was verified as being locked in place at the reduction gear. The rudder

was found to be locked in place through the use of a split pipe installation. The reduction gear and rudder locking was found to be suitable for transit on protected waters.

In addition the machinery space inspection found the fuel system to be broken and drained. A cleaning report from PetroChem Recovery Service, dated July 7, 1997, reports the vessel to be in a clean and gas free state. Our inspection supported this report. All boilers and pressure vessels where found purged and opened. Machinery space inspection found no loose gear.

Main and upper deck inspection found equipment secure. The upper deck fendering was found secured through the use of bottle screws. Blocks in cross trees where found secure base on visual inspection from deck level. The boom sections secured on the stern quarters are currently strapped in place. This stowage is suitable for transit on protected waters.

Based on conditions observed at time of survey, and information obtained from Dominion Marine Group, the KITTIWAKE has a current fair market hull valuation of \$400,000.

Towing Gear

MARAD will direct the vessels removal from the nest. Following removal from the nest, transfer will take place and the vessel with placed "on the hip" of the MICHAEL J . MCALLISTER with the assist tugs transiting along side. Assist tugs will carry onboard damage control dewatering pumps as well as oil pollution remediation equipment.

Route

Depart the James River Reserve Fleet and proceed down bound on the James River. After transiting the James River Bridge and Monitor Merrimac Bridge Tunnel cut out proceed through Hampton Roads and southbound on the Elizabeth River.

Weather Parameters

The tow shall not proceed from safe harbor or shall immediately seek refuge when weather exceeds or predicted to exceed:

SUSATAINED WINDS: 28 Knots

SEA STATE: 4 to 5 Feet.

Recommendations

- 1. The practice of good seamanship shall be observed at all times, particularly in the careful handling of the tow, with courses and speeds chosen to minimize rolling, pounding and excessive surge load.
- 2. Due to our concern for the size and dimensions of the tow, we recommend that the speed through the water shall not exceed eight (8) knots.

- 3. All lights and shapes as mandated by the Rules of the Road, shall be properly displayed on the tow at all times.
- 4. Out fitting the towed vessel with fire extinguishers and personal protective safety equipment, including PFD's and 1st aid / trauma kit.
- 5. A copy of this properly executed document, as well as a copy of the USCG COTP approval letter, shall be maintained in the towing vessel log book for the duration of the subject voyage.

With due regard for the conditions set forth in this document, we consider the tug and tow to be reasonably fit for the intended voyage.

Acknowledgements:

ANDREW KINSEY
No.
132-873

On Behalf of Dominion Marine Group

Andrew Kinsey, Maine Surveyor Signs without prejudice

PROPOSAL

Coastal Environmental Services of Virginia Inc 5474 Nansemond Parkway Suffolk, Virginia 23434 Phone (757) 488-4244

Fax: (757) 488-4622

PROPOSAL SUBMITTED TO:

Dominion Marine 425 Campostella Road Norfolk, VA 23523

Date: January 28, 2008

We hereby submit specifications and estimates for: Labor and Equipment for

the escort of the USS Kittiwake from JRRF to your facility in Norfolk Va.

Labor and Equipment: \$475.00 an hour

1 Foreman, 2 laborers

23ft Boat

1000ft boom

10 bales of Sorbent material (Booms, Sweep and Pads)

Dominion Marine to provide vessel to stage boom and material

We accept Visa and MasterCard

Total Estimate: based on 12 hours \$5,700.00

With payment made as follows: Net 30 days after receipt of invoice.

According to standard practices; any alteration or deviation from the above specifications involving extra cost will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements are contingent upon strikes, accidents or delays beyond our control. Owner will carry all necessary insurance. Our workers are fully covered by workmen's compensation insurance.

Authorized	Date_ <u>January 28, 2008</u>		
Signature	Jim Klinefelter, President		
NOTE: We n	OTE: We may withdraw this proposal if not accepted within 60 days		
hereby accepte	Proposal* the above prices, specifications, and conditions are satisfactory and are d. You are authorized to do the work as specified. Payment will be made as All material is guaranteed to be as specified. All work is to be completed in a nanner.		
Accepted			
Signature	Date		



January 28, 2008

USCG Sector Hampton Roads Federal Building 200 Granby Mall Norfolk, VA 23510

Re: Spill Response Plan USS Kittiwake transit from JRRF

To Whom It May Concern:

CES will supply the following equipment to escort the USS Kittiwake from the JRRF to the Eastern Branch of the Elizabeth River.

1000 feet of 18" oil containment boom to be loaded on board the Tug American 23ft boat with 150hp O/B to be towed behind the Tug American 2-3" Salvage pumps with 400ft of hose on board the Tug American Sorbent Material (5-Bales Sweep, 5 bales 5" sausage boom, 5 bales of pads) on board the Tug American 1- Foreman and 3- technicians.

CES will hang and secure 2 lines on board the USS Kittiwake forward amidships to secure the Oil containment Boom.

In the event of a spill CES will instruct the tow vessel of the USS Kittiwake to reduce speed to keep steerage way until the vessel can be maneuvered to a safe area.

CES will then deploy 1000 ft Oil containment boom from the stern of the Tug American and secure it to the lines that were installed forward amidships

CES will secure the source of the spill and commence clean up of the spilled material.

Respectfully, James T. Klinefelter President